

Big Fleet Wending Its Way to N. Y. Yacht Club Rendezvous at New London

BIG FLEET WILL SAIL

ANN. V. Y. C. CRUISE

Yachts to Leave New London To-morrow for Ten Days of Racing.

WILL USE CAPE COD CANAL

Only bad weather can mar the racing during the cruise of the New York Yacht Club, which will begin to-morrow with a run from New London to Newport. The best of the racing yachts in this country are in commission, they have been specially overhauled for the racing of the next ten days and they will gather in New London harbor this evening.

The centre of interest will be in the racing between the Resolute and Vanitie, and these two yachts will be in racing trim, that is, they will carry clubtops, sails and will be stripped out, while the other yachts will be strictly in cruising trim and will carry only working topsails except in the races for the Astor and King's cups.

The fleet will sail out of New London to-morrow morning and the racing fleet will start from a line off Sarah's Lodge and finish at Brenton Reef, leaving Rock, Fishers Island, Point Judith, and the other points of the coast. The racing fleet will be in racing trim, that is, they will carry clubtops, sails and will be stripped out, while the other yachts will be strictly in cruising trim and will carry only working topsails except in the races for the Astor and King's cups.

On Thursday the races for the Astor and King's cups will be sailed off Newport. There are three cups this year, one for schooners, one for sloops and one for the cup yachts Resolute and Vanitie, and the winning signal will be made at 11:15 o'clock from a line off Brenton Reef light vessel. There are two courses, either one of which the committee may select, one is called the Block Island course and is thirty-eight miles and the other is called the Vineyard Sound course and is thirty-three miles. The distance of this run is thirty-three miles. The special races will be for the Alumni Association of U. S. N. challenge cups, one for schooners and one for sloops.

The next day will be taken up with towing through the Cape Cod Canal and sailing informally through Cape Cod Bay to Provincetown. From Provincetown next Saturday morning the yachts will race to Marblehead. There will be one day of rest at Newport and on Monday the run will be made from Newport to New Bedford, 24 miles off Eastern Point, leaving Boston light vessel to port, twenty-four miles.

ANCHOR IN MORRIS COVE.

Seawanhaka Corinthian Fleet

Races to New London To-day. New Haven, Conn., Aug. 1.—A fine fleet of yachts is anchored in Morris Cove to-night flying the burgee of the Seawanhaka Corinthian Yacht Club. The fleet is expected to leave early this morning and proceed to New London to-morrow and to-morrow will race to New London, thirty-eight miles away. The fleet is expected to leave early this morning and proceed to New London to-morrow and to-morrow will race to New London, thirty-eight miles away.

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GOOD GOLF PRACTICE

MEANS BAD GOLF LATER

At Least Many Golfers Find It to Be the Case and Are Wary of Record Breaking Before Tournaments—Fear Seems Well Grounded.

By JOHN G. ANDERSON.

What should a golfer do when he is playing "too good" golf? I suppose a number of readers may be mystified by this rather strange query, which assuredly must be preceded by examples if a reasonable explanation is to be given. It is easy to find examples to show clearly just what is meant.

Perhaps the best explanation of the past year is furnished by Gilbert Nicholls, in the Shawnee open tournament, which came a little while before the national open championship, the brilliant Englishman literally extraordinary course with accuracy and extraordinary scoring ability. In the practice rounds previous to the open, Nicholls kept up his speed. In the preliminary rounds of the national he led the field with 147. His last two rounds in the championship proper showed also the same figure, 147; a combination of the two would have given him the title by three strokes.

But in the preliminary round Nicholls was playing "too good" golf; he was getting too much of the good golf out of his system, and when the searching test came he was just enough stale to make good scoring a matter of sincere effort. The extra effort required which was not necessary at Shawnee or in his preliminary rounds at Baltusrol was made his score mount. There were hundreds of "I told you so's" when Nicholls started his round on the thirty-six holes at Baltusrol, which left him well down the list and practically out of the running for the championship.

The over-enthusiasm of the preliminary round is not uncommon. It has been getting too much of the good golf out of his system, and when the searching test came he was just enough stale to make good scoring a matter of sincere effort. The extra effort required which was not necessary at Shawnee or in his preliminary rounds at Baltusrol was made his score mount. There were hundreds of "I told you so's" when Nicholls started his round on the thirty-six holes at Baltusrol, which left him well down the list and practically out of the running for the championship.

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SPECIAL TRAIN RUNS

FROM CITY TO LINKS

Chicago Golfers Also Have a Chance to Eat Lunch en Route.

MOHAWK TOURNEY NEXT

Chicago golfers now have a luxury that their brethren in the East are forced to get along without. On one of the railroads running out of Chicago a "golfers' special" has been provided which stops only at stations at or near golf clubs, and included in the equipment of the special is a lunch car.

The train leaves Chicago every day except Sunday at 12:20 P. M., but the lunch car begins business promptly at noon, and many golfers eat their luncheon there while waiting for the train to start, secure in the knowledge that the time devoted to the meal will not entail any chance of losing the train.

A counter running the entire length of the lunch car and seats along it provide accommodations for twenty-seven persons, and it is well patronized, especially on Saturday, which is the big day of the week for the "golfers' special".

Not only does the railroad provide for the golfers their lunch and journey, but it also takes care of them in the same excellent fashion when they return to the city at night. The "golfers' special" lunch car and all starts its return trip right before 6 o'clock, and picking up the tired golfers at the various stations along the route, it arrives in Chicago at 7 o'clock.

The train has been a success through a number of seasons, and there seems no reason why similar trains on some of the railroads about New York should not prove successful ventures.

The Mohawk Golf Club at Schenectady was named in honor of the first of the last four days of this week. Last year Jerome D. Travers won the tournament, beating Jack Neville of California in the final round. It is not unlikely that the national open champion will play at Mohawk again this year, and a number of other golfers of prominence probably will follow his example.

During the same week, but on the opposite side of the city, the Stockbridge Golf Club will hold its nineteenth annual tournament. Play will begin on Tuesday, August 17, and play will end on Friday, August 20. There will be a number of sixes and eights, and the first day will be devoted to the qualifying round, and as the tourney is a four day affair the final round on Friday will be at thirty-six holes.

The Stockbridge club will go to the club from which the winner plays, to be kept for one year, and the winner's name will be engraved on it. Although the tourney is a four day affair, the first day will be devoted to the qualifying round, and as the tourney is a four day affair the final round on Friday will be at thirty-six holes.

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than 3 P. M. on Wednesday, August 18, the day before the tournament begins.

A special one day tournament under the direction of the Women's Metropolitan Golf Association will be played on Friday, August 13, at the Spring Lake Golf and Country Club. The main event will be an eighteen hole handicap, with prizes for the best gross score and for the first two net scores. In the afternoon there will be a driving contest and an approaching and putting competition.

LIGHT WIND FOR BIG FLEET.

Courses Cut in Half by Berken Beach Regatta Committee.

A fleet of forty yachts raced in a regatta on Jamaica Bay under the auspices of the Berken Beach Yacht Club yesterday. The wind was light throughout and the regatta committee cut the course in half for the majority of the divisions. The summaries:

CABIN SLOOPS—START, 12:00—COURSE, 6 MILES. Finish. Elapsed Time. H.M.S. H.M.S. Yacht and Owner. 1. 1:14 1:14 1. 1:14 1:14 2. 1:14 1:14 2. 1:14 1:14 3. 1:14 1:14 3. 1:14 1:14 4. 1:14 1:14 4. 1:14 1:14 5. 1:14 1:14 5. 1:14 1:14 6. 1:14 1:14 6. 1:14 1:14 7. 1:14 1:14 7. 1:14 1:14 8. 1:14 1:14 8. 1:14 1:14 9. 1:14 1:14 9. 1:14 1:14 10. 1:14 1:14 10. 1:14 1:14 11. 1:14 1:14 11. 1:14 1:14 12. 1:14 1:14 12. 1:14 1:14 13. 1:14 1:14 13. 1:14 1:14 14. 1:14 1:14 14. 1:14 1:14 15. 1:14 1:14 15. 1:14 1:14 16. 1:14 1:14 16. 1:14 1:14 17. 1:14 1:14 17. 1:14 1:14 18. 1:14 1:14 18. 1:14 1:14 19. 1:14 1:14 19. 1:14 1:14 20. 1:14 1:14 20. 1:14 1:14 21. 1:14 1:14 21. 1:14 1:14 22. 1:14 1:14 22. 1:14 1:14 23. 1:14 1:14 23. 1:14 1:14 24. 1:14 1:14 24. 1:14 1:14 25. 1:14 1:14 25. 1:14 1:14 26. 1:14 1:14 26. 1:14 1:14 27. 1:14 1:14 27. 1:14 1:14 28. 1:14 1:14 28. 1:14 1:14 29. 1:14 1:14 29. 1:14 1:14 30. 1:14 1:14 30. 1:14 1:14 31. 1:14 1:14 31. 1:14 1:14 32. 1:14 1:14 32. 1:14 1:14 33. 1:14 1:14 33. 1:14 1:14 34. 1:14 1:14 34. 1:14 1:14 35. 1:14 1:14 35. 1:14 1:14 36. 1:14 1:14 36. 1:14 1:14 37. 1:14 1:14 37. 1:14 1:14 38. 1:14 1:14 38. 1:14 1:14 39. 1:14 1:14 39. 1:14 1:14 40. 1:14 1:14 40. 1:14 1:14 41. 1:14 1:14 41. 1:14 1:14 42. 1:14 1:14 42. 1:14 1:14 43. 1:14 1:14 43. 1:14 1:14 44. 1:14 1:14 44. 1:14 1:14 45. 1:14 1:14 45. 1:14 1:14 46. 1:14 1:14 46. 1:14 1:14 47. 1:14 1:14 47. 1:14 1:14 48. 1:14 1:14 48. 1:14 1:14 49. 1:14 1:14 49. 1:14 1:14 50. 1:14 1:14 50. 1:14 1:14 51. 1:14 1:14 51. 1:14 1:14 52. 1:14 1:14 52. 1:14 1:14 53. 1:14 1:14 53. 1:14 1:14 54. 1:14 1:14 54. 1:14 1:14 55. 1:14 1:14 55. 1:14 1:14 56. 1:14 1:14 56. 1:14 1:14 57. 1:14 1:14 57. 1:14 1:14 58. 1:14 1:14 58. 1:14 1:14 59. 1:14 1:14 59. 1:14 1:14 60. 1:14 1:14 60. 1:14 1:14 61. 1:14 1:14 61. 1:14 1:14 62. 1:14 1:14 62. 1:14 1:14 63. 1:14 1:14 63. 1:14 1:14 64. 1:14 1:14 64. 1:14 1:14 65. 1:14 1:14 65. 1:14 1:14 66. 1:14 1:14 66. 1:14 1:14 67. 1:14 1:14 67. 1:14 1:14 68. 1:14 1:14 68. 1:14 1:14 69. 1:14 1:14 69. 1:14 1:14 70. 1:14 1:14 70. 1:14 1:14 71. 1:14 1:14 71. 1:14 1:14 72. 1:14 1:14 72. 1:14 1:14 73. 1:14 1:14 73. 1:14 1:14 74. 1:14 1:14 74. 1:14 1:14 75. 1:14 1:14 75. 1:1